TWO OF THE WHITE CRUISERS IN DRY-DOCK AT THE SAME TIME.

CHALLENGES FOR THE NEW-YORK'S CRACK CREWS-MONITORS TO BE PREPARED FOR ESTING GOSSIP CONCERNING

ADMIRAL RAMSAY. Visitors to the Navy Yard yesterday were peated to an unusual spectacle—that of two of white cruisers in drydock at the same time. or convey the inference that the new ner dock is completed, for that much-wishedconsummation is still a long way off, but he stone dock is occupied by a vessel in comon, which is a new experience for the dock, Montgomery, which came up from the aninto the stone dock on Friday, the new n, after a long struggle on the part of the orking order. The Columbia, which ne up to the yard on Friday, was floated into timber dock yesterday morning, and both are again affoat, will have under-water hulls. The docking the Columbia coming out on Tuesday. Commander Charles H. Davis, the present comder of the Montgomery, will leave the ship a July 1, having been detached and ordered to as on the Board of Inspection and Survey. will be succeeded by Commander R. B. Bradord, at present on duty with the Board.

on board the fleet there is considerable talk of servities, beating everything which rowed Interest in this race will spread all wough the ships of the Navy, for the high recof made by the crew is one of the cherished ssions of "Jackie" as well as his officers. here will be a large amount of money up on the nces, and, as they will probably be rowed in the harbor, the ships will have plenty of visitors

aquiry, which has been at the Yard for some reks, for the investigation of charges preferred constructor. Secretary Herbert is Puritan, and has directed that her guns and, in fact, the entire ship, which it until some time in July. Until this is done, the Department will be unable to accept the contract work which has been done in connection with

WAR SCARES UNCALLED FOR.

Attempts to create another war scare over the decision by the Department to repair and place commission the monitor Miantonomoh and the dynamite thrower Vesuvius are uncalled for. The latter vessel was last in commission at the Brooklyn yard, and the Miantonomoh was placed in ordinary when the Amphitrite was paced in commission. In addition to these two of the old-time war monitors, the Canonicus and the Lebigh, are to be put in condition for serthe There is no ground for the sensational nmors, as the intention of the Department is b devote the monitors to the use of the Naval alltia, and hold them in readiness for use at ther times, although the sudden move has been Mied to the credit of "emergency preparaima" All that is needed by the Miantonomoh Banew deck, and work on it will be pushed as sa new deck, and work on it will be pushed as smily as possible. The Vesuvius, which it was specied would be kept in ordinary at the league island yard, is another matter, and altough she needs repairs, it was not until it was sovered that money for them would be available for them under the Naval Appropriation in just signed by the President that it is decided to order the repairs made. The matters will make excellent harbor defence vesses, and while they will be available for the with and while they will be available for the haval militia in the summer season, they can be made to do effective service against an attacking fleet. It is for this reason, it is announced, that the Department is anxious to get all the vessels available afloat, and naval officers are not at all sorry to see that some attention. are not at all sorry to see that some attention is to be paid to the monitors. It will take some months to repair the Lehigh and the Canonicus, as they are in poor condition both in construction and engineering.

MANY PROMOTIONS TO BE MADE. The settlement of Captain Allan V. Reed, who has been placed on the retired list, will peralt the immediate promotion of nearly forty officers between the grades of commander and ensign, inclusive, as well as the appointment of a number of naval cadets as ensigns. There are now twenty-seven vacancies in the line of the Mary, and two prospective, due to the retirebent of Ensign George R. Evans on June 30, the probable retirement of Captain Theo-F. Kane. All of the line cadets can reensign's commissions. There are an ample ber of vacancies in the Engineer Corps for engineer cadets.

siderable gossip has been aroused in Naval Naval Militia circles as to the intentions of May Department with respect to designatofficer to succeed Lieutenant A. P. Nibcharge of the Naval Militia branch of wice, under the general supervision of Asat Secretary McAdoo. Lieutenant Niblack has received preparatory orders to the Massaustts. It is understood to be the intention the authorities to retain Lieutenant Niblack as present billet for some weeks at least, there is no pressing necessity for his joining battle-ship upon the date she goes into com-sion. When all the Naval Militia cruises are ed. it made, it is expected that the Department will lede upon his successor. It is understood that a authorities, in view of the importance to faich the Naval Militia branch has attained, as desirous of making it a distinct office and agnating an officer with the rank of Commander to take charge. Assistant Secretary leads to greatly interested in the Naval lilitia, and is doing everything in his power for a development. In this he has been ably assisted by Lieutenant Niblack.

SOME INTERESTING GOSSIP AFLOAT.

ome interesting gossip is affoat concerning miral Ramsay, chief of the Bureau of Navi-The Admiral has held his present office vember 1, 1889. His last cruise at sea red in Pebruary of that year. He has had no ervice either as a commodore or an admiral. story is to the effect that he soon will command of a fleet. Perhaps no officer the Navy has been more talked of in the last te than Admiral Ramsay. He is the only

AFFAIRS AT THE NAVY YARD | flag officer in the Navy who has never made a cruise. In this sense he is a conspicuous figure. It is the rule for all flag officers of the Navy to fly their pennant as a commander-in-chief before retirement. This custom has come down through a long line of years, and commodores and admirals, as a rule, have displayed commondable pride in seeking to get sea orders. Admiral Ramsay has applied for sea orders, but thus far has not received them. When Admiral voluntarily retired, about a year ago, Admiral Ramsay asked for the command of the North Atlantic fleet. The detail was given to Admiral Bunce. It is said at the Navy Department that Secretary Herbert regards the experience and knowledge of Admiral Ramsay as of such value to himself that he will not permit

him to leave the Department. According to the story now going the counds, says "The Army and Navy Journal," Admiral Ramsay has shown renewed anxiety for a sea command. Under operation of law he will retire on account of age April 5 of next year. There-fore he has only ten months to serve on the fore he has only ten months to serve on the active list. Excepting the South Atlantic Station and the Pacific Station, the command of all foreign stations has recently been filled. The South Atlantic Station is one of little importance, and now consists of only three vessels, the Lancaster, Castine and Yantic. This would not be a suitable command for the third senior admiral of the Navy. The squadron which would be more appropriate for an officer of Admiral Ramsay's rank would be the North Atlantic Fleet, but this squadron is under the direction of Admiral Bunce, who was ordered to rection of Admiral Bunce, who was ordered to take charge last June. It would not be fair to that officer to remove him until he has completed two years. According to the gossips it is the Pacific Squadron to which Admiral Ramsay will go. Admiral Beardslee's two years' cruise in that quarter expires on August 24 next. The gossips say that shortly before that time Admiral Ramsay will resign as Chief of the Bureau of Navigation, and that a few days thereafter Secretary Herbert will detail him as

Admiral Beardslee's rollef.

Officers at the yard who have discussed the action of Admiral Ramsay see in it a possible change in the yard personnel. One "slate" mentioned yesterday comprised the assignment of the present head of the Bureau of Navigation to the North Atlantic Squadron, Admiral Bunce to the Pacific Station, Admiral Beardslee to the Brooklyn Navy Yard and Commodore Sicard to the Bureau. Another "slate" has it that Cap-tain Evans, of the Indiana, is the most prob-able successor to Admiral Ramsay as the head

THEIR SILENCE BROKEN.

M'KINLEY DELEGATES STARTING FOR ST LOUIS DECLARE THEMSELVES

SEVEN TO THREE, AS THE TRIBUNE EX-PLAINED-THEIR PILGRIMAGE BY

Brooklyn's seven Administration Republican delegates left home yesterday for St. Louis, leaving be hind them as a parting message the announcement that they would be found on the side of the Ohio m firing opens. With two exceptions, t probable course in the Convention as they would Yesterday, however, they unburdened the hearts, and through Commissioner Willis, whom they appointed as their spokesman, they with one rd spoke as follows:

ubtedly support Governor McKinley. This facts been pretty well known, for it has been outsition for some time. The fact that we are for may not conclude, upon learning the situation behest of any leader or number of lea the hands of their constituents any political favors

It thus appears, as The Tribune has predicted for several weeks, that the Kings County contingent will stand seven for McKinley and three for Morton. The seven are for McKinley because they believ he is the best man, and because they recognize th unanimity of public sentiment in his favor. The three are nominally for Morton, but in reality for Platt. It is not their place to reason why Platt is for Morton, they say, but they will satisfy their consciences if they allow Platt to do the thinking and planning, while they obey his orders.

Jacob Brenner, Commissioner Woodruff's alternate, was also a member of the party. He has always been for McKinley since the McKinley-Morton issue arose for McKinley since the McKinley-Morton issue arose in this State. He jokingly said yesterday that he was going to St. Louis to see that everything moved off smoothly, and he promised his friends that everything would come out right. Mr. Brenner has been dissatisfied with the refusal of his friends in the delegation to make known their partiality for McKinley, and it is believed that it was partly through his influence that they findly took the seal off their pless. Other members of the Brooklyn party were Congressmen Denis M. Hurley and Francis H. Wilson, William Kramer and Colonel Lewis R. Stegman. All are McKinley shouters.

The party left Jersey City on the Pennsylvania road at 2 o'clock. The delegates have a special parlor-car sleeper, each man occupying a full section herth. It is expecied that St. Louis will be reached at 7 o'clock this evening. Two or three of the delegates have considered the idea of stopping at Canton on the outward trip to pay their respects to the coming chief. The delegates believe the Convention will be a short one, and they hope to reach Brooklyn on the return trip on Saturday.

ASSEMBLY DISTRICT M'KINLEY LEAGUE. A meeting was held on Friday evening at the headquarters of the Nineteenth Ward Republican Club to organize the McKinley League of the Vth Assembly District. Oscar Knapp opened the meeting, and John Drescher, jr., of the Thirteenth Ward, ing, and John Drescher, jr., of the Thirteenth Ward, suggested for officers the following persons, who were unanimously chosen: President; Oscar Knapp; vice-president, Dr. A. Wieber; secretary, C. F. Franklin; treasurer, W. H. G. Higgins; delegates to County Committee, John Drescher, jr., J. A. Gilchrist, J. Enderlin, Arthur C. Mitchell, W. R. Lemmon and Hichard Hill. The League will hold a big ratification meeting immediately after the nomination is made.

GATHERED ABOUT THE TOWN.

Controller Palmer, before leaving for St. Louis. prepared a communication to the Board of Alder-men which contains an affidavit by Joseph Bird, president of the Manhattan Savings Institution. The affidavit sets forth that water loan bonds were stolen from that institution on October 27, 1878; that bonds mature on July 1, 1896, and that Mr. Bird is desirous of having the principal paid at maturity. Controller Palmer recommends that the principal be paid, as the interest has been, by thority of the Common Council, and upon filing of the proper indemnity bond. The principal amounts to \$25,000, and the bonds are numbered from 2,167 to 2,191, inclusive. They were issued under an act of 1857.

The Rev. Dr. M. M. G. Dana, of Brooklyn, was chosen first vice-president of the National Confer-ence of Charities and Corrections, which met this year in Grand Rapids, Mich. Mr. Dana was for several years at the head of the Minnesota Board of Charities and Corrections, and had much to do with shaping the prison system of the Northwest.

The will of Frank H. Donaldson, who died on June 9, was filed for probate in the office of the Surrogate yesterday. The testator leaves all his property to his widow, Mary Frances Donaldson, who lives at No. 263 McDonough-st., and his six children. The will is dated November 8, 1893.

While Andrew Knapp, forty-five years old, of No. 85 North Sixth-st., was at work in Mollenhauer's sugar refinery, in South Eleventh-st., early yester-day morning, his right hand was caught in some machinery and the thumb and forefinger crushed. An ambulance removed him to the Eastern District Hospital, where the fingers were amoutated.

The Brooklyn Heights Railroad Company is going publish a monthly paper, to be known as "The Trolley." Special attention will be paid to the sum-mer resorts which can be reached by these lines. It is the intention to distribute 25,000 copies throughout the Greater New-York each manch. THE NAVAL "MACHINE."

AN EX-CHIEF ENGINEER WRITES AN IN-TERESTING LETTER

HOW THE TROUBLE RETWEEN THE LINE AND

That the question of the personnel of the Navy and the attempts on the part of members of the staff to obtain a higher standing in the service than ots of advice and suggestions regarding any action fight between the line and the staff has been the and has not helped the service in any way. needed it could easily be produced. What the ir the efforts of members of the staff to obtain rank criticism, the contest goes on unheeded, except when service-dismissed, as far as the service

Secretary of the Navy and the President did not cord with their ideas of professional ethics. Dr. Kershner, even under the hard sentence of the urt, has remained silent, trusting to time to

George W. Melville, of the Bureau of Steam Engi-receing, and received a reply in which Mr. Mattice and the letter has caused a good deal of comment in

During the course of Mr. Mattice's connection he Navy he served for three years as an instruction

and it is by reason of wars that havies exist.

1836 the line has increased over 89 per cent and the engineers decreased by 55 per cent."

This startling change is accentuated by the fact that at the close of the war the Navy had no vessel engable of developing more than 1,599 horse-power, and the Minnesetta, with a horse-power represented by those figures had nine engineers, while the cruiser New-York, with her engineers, while the cruiser has only five engineers, and the Columbia, with 18,589 horse-power, has only four members of the engineer corps on board, or one less than the old monitors of the Lebigh and Nantucket type carried, with engines developing 36 horse-power. Another fact which properly finds a place in the commission and 77 sailing vessels, yet, with 29 per cent of the vessels without engines, there were only 144 line officers to each engineer. While to-day, without a sailing ship in commission, and with many slips anable to spread a shred of canvas, there are 4.13 line officers to each engineer. In 184 few ships had any engines other than the main propelling engines and a couple of donkey pumps—the monitors, in addition, having a total of 172 steam cylinders, and the other vessels are equipped in proportion.

THE KEY TO THE SITUATION.

THE KEY TO THE SITUATION.

Mr. Mattice then gives his version of the causes of the trouble in these words; "The key to the wholesituation may be found in the fact that the Navy is managed practically by a certain clique of line officers better versed in the arts of intrigue than in their own profession, who have by hook and by crook so managed to gain control of affairs that they are enabled to run the Navy so as to further their own interests rather than the interests of the Nominally the Secretary of the country. . . . Nominally the Secretary of the Navy is at the head of naval affairs. Practically he is next to powerless, for the reason that the

Navy is at the head of naval affairs. Practically he is next to powerless, for the reason that the 'machine' so manages matters that all communications with the Secretary, incoming and outgoing, are, with but little exception, passed through the meshes of its net. The Secretary must depend upon faval officers for information and advice, and for the execution of orders; and the 'machine' sees to it that these functions are performed, as far as possible, by its own members. "Thus, we find that, while there are only seventy chief engineers in the Navy, there are 130 commanding officers—an anomaly which appeals directly to one's common-sense. Of the forty-five captains, we find only eighteen at sea. Of the eighty-five commanders, we find only seventeen at sea. We also find such anomalies as a commodore who has had but fourteen years four months' sea service out of a total of forty-four years, and another with only thirteen years four months' sea service out of a total of forty-four years, and another with only thirteen years four months' sea service out of nearly iswelve years in his present grade. The next captain has had three years' sea service out of nearly cleven years, and so on. The senior commander has had only three years' sea service out of eleven, the next one two years two months out of eleven years, the next one wy sears in his present grade. The next commander has had only three years' sea service out of fourteen years. The next one only four years sea service out of fourteen years. The next one only four years five months out of fourteen years in his present grade. The next one two years two months out of fourteen years, the next one only four years five months out of fourteen years. The next one only four years five months out of fourteen years in his present grade. The next only two years six months out of fourteen years, the next one only four years five months out of fourteen years in his present grade. The next only three years all so on.

"How is it possible for commanding officers who spend li

ars, and so en.

How is it possible for commanding officers who
How is it possible for commanding officers who
then little more than a quarter of their time at
to become proficient in their profession? Would
company like the Cunard, for instance, select
our commanders from such a school?

a company like the Cunard, for instance, select their commanders from such a school?

"While our ships cannot be kept up to a point of maximum efficiency for want of engineers, we find, by the latest Navy register, eighty-four line officers on duty in Washington, or about a third more than on board all the ships of the North Atlantic fleet. Is not this one fact enough to set the tax-payers thinking?"

HOW VOLUNTEERS ARE DISCOURAGED. Speaking of the opposition of the line officers to the proposed increase in the efficiency and extent of the engineer corps, Mr. Mattice cites several instances of a character not encouraging to would-

be volunteers, and says: "Let us pass over the question of whether the engineer could perform his duties more efficiently if given the same rank as his confrere of the line, or given the same rank as his confrere of the line, or whether the rank should be conferred as a matter of justice to the engineer. These, it is true, are very important matters, but a matter of much greater importance is that of so fixing the status of the engineer that men of the right stamp will not be debarred from volunteering for the engineering corps in time of war. The corps, even if increased as proposed, will only be on a peace footing, and must largely be recruited in case of future hostilities, as in the past. At the time of the Civil War, man-of-war machinery was of such a simple character that any good mechanic could in a short time, under supervision of the engineers of the

regular service, acquire the knowledge necessary to enable him to perform the minor duties of an engineer, and the volunteer engineers of the Civil War were largely recruited from that class. But time has changed all this. At the present day the novice has no place in—I was going to say the engine room, but a modern ship is one vast engine room. At the great speed with which future naval manoeuvres will be carried out, a delay of a few seconds in obeying the signal from the commanding officer in the manipulation of a single part of the mass of machinery may make the difference between victory or defeat. There will be no time for thinking what to do; the engineer must act by the instinct of experience, and his orders to each subordinate must be on his tongue's end for any emergency. Where are such volunteers coming from? The source of supply is none too large, for we can look only to the engineers of the larger class of steamers of the merchant marine, to former naval engineers who have resigned from the service, and, to a very limited extent to engineers on shore who have had experience with complicated machinery and the handling of men. It may be asked why such men would not volunteer now as they did in the time of the Civil War. They would not do so for the very reason that the class of engineers required are only too well posted as to what they may expect as naval engineers—a class discrimination to which they are not accustomed, and to which they will not sub-mit."

The ex-naval engineer then cites cases of unequal ents inflicted by courts-martial when the instance is quoted where an engineer was absent without leave while his ship was tied up at a wharf, and for this he was sentenced to a year's suspension on furlough pay—one-half of waiting orders pay—and lost ten numbers in his grade, while in the case of the wreck of the Kearsarge, on Roncador Reef, on February 2, 1894, her commanding officer, Commander Heyerman, and her navigator, Lieutenant Lyman, were found guilty of "negligence and inefficiency in the performance of duty." The former was sentenced to two years' suspension from duty on waiting orders pay, and the latter to one year, but the Court recommended elemency, and the sentence of the commander was cut down to one year, so that both these officers received the same punishment for losing their ship through negligence that the engineer received for being absent without leave, except that their pay was not cut down to the extent that his was.

An instance of unjust discrimination cited by Mr. Mattice is the case of a lieutenant who, early in the present year, was convicted by a court-marthal of drunkenness on board ship while on duty, and sentenced by the court-martial to six months' suspension from rank and duty, on waiting orders pay, when the case reached Washington the "machine" got in its work to such an extent that the offending officer was sentenced to only two months' suspension, instead of six, and the comparison is drawn between the line and the staff in the way of discrimination in the following words: "In the Navy Register of January, 186, in the column of 'present duty or station,' opposite the name of this bibulous lieutenant, there is simply a blank space. Opposite the more of this bibulous lieutenant, there is simply a blank space. Opposite the more of this bibulous lieutenant, there is simply a blank space. Opposite the more of this bibulous lieutenant, there is simply a blank space. The pertinent comment was made yesterday that the engineer would not have dared to spack as he has had he been content to remain on the retired list, and

NOT A LEGAL DECISION.

MR. BACKUS SAYS COMMISSIONER LYMAN'S INTERPRETATION WAS ONLY FOR

District-Attorney Backus was asked yesterday law would have upon the enforcement of the law and interpretation were for the guidance of the Brooklyn, and that it was not a judicial decision.

"The Grand Jury has indicted for selling on Sun-

ments will be made until it is settled whether t must be taken from the Civil Service list. T will probably be determined some time in July a test case taken from some of the county.

AN ESTATE IN CHANCERY.

CONFLICTING STATEMENTS ABOUT THE PROP-

Christian J. Bode applied to Justice Smith, of the Supreme Court, yesterday for the appointment of a committee of the estate of Peter Plunkett, a lunatio who has been in the asylum at Flatbush for twenty years. The patient owns a mortgage on deposit with the Hamilton Trust Company on which \$1,200

Mr. Bods said that Joseph Plunkett, a nephew of the patient, came to him and said that Peter had money in the hands of the County Treasurer, and that he wanted it. A petition was drawn, and Joseph produced a man who said he was Peter Plunkett, and signed and swore to the petition. It was afterward learned that Plunkett was a lunatic and that he had been in an asylum for many years that under the code the application could not be granted without the consent of the Commissioner, and he wanted the matter adjourned. Justice Smith suggested next Wednesday.

Then a man who said he was Joseph Plunkett came forward and declared that the statement made by counsel was untrue. Some of the money belonged to a sister, and he wanted a ccuple of weeks to look up his sister and his aunt. He was told to wait until the adjourned day. Counsel for the State Lunacy Commissioner said

INEBRIATES' HOME REORGANIZED.

NEW DIRECTORS TO SUCCEED THE UNPROFIT-

The new Board of Directors of the Inebriates Home held their first meeting on Friday night at No. 9 Court Square. Those present were Samuel Richards, Lewis R. Stegman, Alderman Keegan, Samuel A. Avila, H. V. Storms, Franklin Coleman, ex-Judge Cowenhoven and M. J. Kennedy. John Neville was elected president, Mr. Kennedy vice-president, Mr. Cowenhoven treasurer, Mr. Avila secretary and Mr. Coleman auditor. Mr. Avila was likewise appointed superintendent and Dr. Frederick L. Dolebear resident physician. The latter served for four years as assistant to Dr. James A. Blanch

ard, who managed the Home for twelve years. The Brush bill, establishing this new directorate, Ignores Cornelius Furgueson, for many years dicta tor at the Home. About no Kings County institu-tion has there been so much scandal as about this institution, and it is believed it proved a bonanza to Mr. Furgueson. The Home received 15 per cent of the excise moneys a year, and nothing accurate was ever known about its income and expenses.

COSTERMONGERING FOR CHARITY.

WOMEN OPEN A FRUIT AND VEGETABLE MARKET FOR A LIBRARY BUILDING FUND.

The women of the Reading Class of Bay Ridge have devised a novel charity to raise money for building a Bay Ridge free library building. They have started a vegetable market, which is to be opened Friday afternoons from 3 to 6 p. m., as long as vegetables and fruit can be contributed from Bay Ridge gardens. The class has forty active members, and they will take turns as saleswomen. The stand was opened Friday and did a thriving business, in the Athenaeum, on Second-ave. Rhubarb, lettuce and other truck were sold readily at reasonable prices. At the close of the sale the whole stock had been cleaned out. Mrs. E. W. Bliss, Mrs. Frank N. Doubleday, Miss Minnie Bullock, and Miss Polly White were in charge during the afternoon. One thing that made the stock sell so readily was the fact that the vegetables were all fresh from the earth. The strawberries came from Mrs. Bliss's hothouse, and were so large and luscious that they went like hot cakes at 20 cents a box. Miss Julia Bennett, Miss Mabel Flinn and Miss Dalay Helnigke cave offered their private carts to be used as delivery wagons.

Work upon the proposed library building will begin next week. Daniel Ryan has the contract. barb, lettuce and other truck were sold readily at

ABRAHAM AND Brooklyn, N. Y. STRAUS.

Purchases and mail orders amounting to \$5.00 or more will be delivered free of charge to any point in New York, New Jersey, Pennsylvania and the New England States until further notice. Purchases of less than \$5.00 will be sent free to all points within a radius of 100 miles, as usual. Mail orders promptly filled.

Sensational Silk Selling.

Here's news to gladden the heart of every silk wanter. Thousands of yards of desirable Summer Silks go on sale tomorrow at prices that will set the town a wondering. Did you ever dream of buying Corded Japanese Silk at 10c. yd.? Well, you can to-morrow, and many other bargains equally good.

3,000 yds. Corded standard 15c 1ngs. 15c 3,000 yds. Refinished, Corded and plain Striped Japanese Silks in many choice colorings. 20c Black Brocaded Japanese Silks, in small designs, fine value at 49c. 29c
Printed warp Japanese Silks, in dress styles,
good value at 65c., this lot. 29c

Suits and Skirts.

Style, quality and excellence of fit are the prominent features of these splendid suits and skirts that go on sale to-morrow at prices much below their worth.

Lawn and Grass Lanen Summer Suits, trimmed with white lace, \$3.75 and \$4.75; worth 5.00 and 6.75. Batiste Mouselins & Fancy Lawn Summer

Batiste Mouselina & Fancy Lawn Summer Gowns, body lined & lace trimmed across front and sleeves, \$5.98; worth 9.00.

Fancy Dimity & Lawn Summer Dresses, beautifully trimmed with lace and ribbons, \$9.56; worth 12.75.

Serge & Brilliantine Outing Suits—some finished with pearl & gold buttons, all silk or satinfaced, at 8.25; worth 12.00.

Fancy Outing Suits, in checks and stripes, some silk lined throughout, 12.45 and 15.00; worth 17.50 and 21.00.

White Duck Suits, linen finish, 1.75; worth 2.75.

Black Serge Walking Skirt, all lined and vel-vet bound, 3.75; worth 5.00. Satin & Brocade Silk Walking Skirts, 10.45; worth 17.00.

worth 17.00.
Extra heavy Satin Brocade Skirts—percaline line—& velvet bound, 19.50; worth 30.00.
Walking Skirts, in fancy stripes & checks, all lined, 6.75; worth 10.00.

Muslin Underwear.

Our underwear is made right, fits right, and wears right. It's the kind women want, and it costs no more than the skimpy, poorly sewn stuff that's thrown together for sale purposes, and not for service. Pay as little as you please or as much as you please, and you'll be satisfied with what you get here.

Very fine Cambric and Nainsook Gowns, with very full sleeves, some square neck in front only, others square neck front and back 1.38, 2.25, 2.48

Women's Complete **Bicycle Costumes** At \$2.98 Each.



We place on sale Monday Morning 200 Women's Bieyele Costumes, consisting of hat, jacket, skirt, purse and leggins, tastefully and neatly made of substantial granite covert cloth, at 2.98 for the five pieces

To prevent dealers from getting any we will defer the selling till 9 o'clock and will allow but one costume to a customer. As a further precaution the inside of each garment will bear the stamp, "Abraham & Straus." We've also decided not to deliver the costumes to purchasers at the store, but we will send them to their residences. No mail or telephone orders will be filled.

Beautiful Laces at Low Prices.

Net Top Oriental Laces, in small patterns, with guipure effect, edges 4 to 10 inches wide, in white and butter color, value 22 to 45c. Normandy Valenciennes and Point De Paris Lacre, with insertions to match, from 1 to 7 Inches wide, value 5 to 15c., for 3 to 10c, per yard Normandy Valenciennes and Point De

Extra fine Valenciennes Laces, in white, butter and linen color, special value, at 15c. to 1.25 per piece of 12 yards.

2,700 yards of fine Cambric Embroidery in Guipure open work effect edges, with wide margin, 3 to 5 inches wide, value 15 to 18c., 10c. yd.

thorough manner in our own lace work rooms, with ruffles trimmed with Valenciennes lace.

Women's Under Vests. Ribbed White Lisie Thread Vest, low neck, silk

Trimmed Sailor Hats.

Women's and Misses' highest grade trimmed Sailor Hats, made and finished by the most skilled hatters in the country, in split and sennet straws, black, white, butter, cardinal

trimmed with silk ribbon band, leather sweated, made and finished by men hatters, single brim, 1.37; double brim, 1.75; regular value 1.75 and

Special-25 doz. Women's and Misses' plein and fancy straw trimmed Soilor Hats, in white, black, brown and navy, 48c. grade, for....25c Main, right.

Glove News.

Shirt Waists Sacrificed.

Carefully made goods-popular styles-pretty patterns and unusually low prices will mark our offering of this mammoth collection of Shirt Waists tomorrow-Here's a hint of the values:

·Carpet Value Beyond Compare.

721/2c. yd. for \$1.00 and \$1.25 Velvets.

Such a chance as this doesn't come often and now that it is offered you shouldn't fail to take advantage of it-If you don't want a carpet now you may in the fall and it will pay you to anticipate your need. There are some splendid patterns among this lot of velvets and all of them are desirable. They are sold regularly from \$1.00 to \$1.25 a yd., but you can take your choice tomorrow at 72½c.

FUNERAL OF THE REV. DR. KELSAY.

A LARGE NUMBER OF CLERGYMEN WERE PRES ENT-BURIAL IN GREENWOOD CEMETERY.

The funeral of the Rev. Dr. R. B. Kelsay, pastor of the Sixth Avenue Baptist Church, who died on Thursday last, took place yesterday afternoon at the church. At 1:30 o'clock simple services were held at the house, at which only the family was present. The Rev. Dr. Humpstone, pastor of the Emmanuel Baptist Church, officiated, assisted by the Rev. Robert B. Hull, of the Greenwood Baptist

the Rev. Robert B. Hull, of the Greenwood Bapitst Church. The services in the church began at 2 o'clock. The pallbearers were Henry Houghton, William J. Wright, James Gage, William H. Nearing, C. W. Duniap, David Smith, J. H. Hodgson, E. Lyon and Thomas R. Leaming.

The Rev. Dr. R. T. Middleditch offered the prayer and invocation, and the Scripture lesson was read by the Rev. Dr. F. M. Ellis, pastor of the Washington Avenue Baptist Church. Short addresses were made by the Rev. C. DeWitt Bridgman, of New-York City; the Rev. Dr. R. B. Hull, and the Rev. Dr. Neighbor of the Memorial Presbyterian Church. The

services ended with a prayer by the Rev. Dr. Chivers, secretary of the Missionary Union.

The buria, was in Greenwood. At the service in the church nearly every Baptist minister in the city was present, and there were also present a large number of friends of Dr. Kelsay who belong to other denominations.

The Rev. Dr. Humpstone will preach this morning in the Sixth Avenue Baptist Church, and the Rev. Dr. F. M. Ellis in the evening.

THE BRIDGE TERMINALS.

A MEETING TO DISCUSS THROUGH TRAINS-THE NEW LOOP OPENS TO-MORROW.